

TECHNICAL MEMORANDUM

To: Aaron Zimmerman
Cc: Robbie Saclarides
Hunter Conti
Christine Shiker
From: Sasha Redmon
Daniel Solomon, AICP
Dan VanPelt, P.E., PTOE
Date: November 2, 2020
Subject: 5 M Street SW – ZC Case #20-14
Supplemental Transportation Information

DDOT – PSD
JBG Smith
JBG Smith
Holland & Knight

This memorandum serves as a supplement to the Comprehensive Transportation Review (CTR) dated August 17, 2020 (Exhibit 12A), and the memo responding to the DDOT Report dated September 29, 2020 (Exhibit 35). Changes have been made to the development plans and this memo captures how those changes relate to the transportation aspects of the project.

Development Program

The previously submitted Comprehensive Transportation Review (CTR) dated August 17, 2020, presented two (2) development schemes for consideration: “Mixed-Use” and “Residential” Schemes. Only a revised Residential Scheme is now proposed under the latest site plan. The Mixed-Use scheme has been removed from consideration entirely. The revised Residential Scheme includes:

- 608 dwelling units
- 23,382 square feet of retail (with a potential small format grocer)
- 311 below-grade parking spaces

This development program contains eighty (80) fewer dwelling units than what was analyzed in the CTR dated August 17, 2020. This change in dwelling units will have a negligible change to the CTR findings and conclusions.

Site Access and Circulation

There has been no change in access to the project. The building will now span above the private driveway accessed from L Street (similar to the condition on Half Street), however, functionally access to parking and loading will remain unchanged. The plan also still provides access for the adjacent Lot 47 redevelopment via the private driveway that will include a private access easement.

DDOT Conditions and Transportation Demand Management

While the revised site plan only includes the Residential Scheme with a less intensive program than what was analyzed, the Applicant has agreed to offer the same measures outlined in the revised TDM plan dated September 29, 2020. Based on subsequent conversations with DDOT, three items have been amended which are indicated in **bold** below.

Response to DDOT Conditions

At this time, we believe we have reached agreement with DDOT on the responses to their conditions as given below.

1. *Record a non-restrictive easement with the Office of the Surveyor and accompanying easement agreement with DDOT for a portion of the north-south driveway adjacent to Lot 47 to ensure vehicular access is available to that property when it redevelops;*

Response: The Applicant commits to the following as proposed by the Office of Planning:

The applicant shall, when development moves forward on Lot 47, provide an easement to the owner of Lot 47 that will allow a future project on Lot 47 to use the 22 foot wide north-south portion of the applicant's private driveway to access parking and loading for Lot 47, provided any driveway width greater than 22 feet that is needed to accommodate the additional vehicular and truck traffic for Lot 47 shall be added to the applicant's driveway solely from land within Lot 47.

Language will be included in the final Zoning Order that a copy of the easement with Lot 47 will be provided to the DDOT Planning & Sustainability Division when it is available.

2. *Fund and install two (2) four-dock Capital Bikeshare expansion plates at the existing station at M Street and 1st Street SW, subject to DDOT approval;*

Response: The Applicant agrees to fund two (2) four-dock Capital Bikeshare expansion plates at a total cost not to exceed \$16,000.

3. *Fund and construct curb extensions at the three Half Street and L Street intersections surrounding the site, subject to DDOT approval. Specific corners and design will be finalized during public space permitting;*

Response: The Applicant agrees to fund and construct curb extensions at the following three corners surrounding the site, subject to DDOT approval during the public space permitting:

1) The northeast corner of M Street and Half Street SW (Half Street only)

2) The southeast corner of L Street and Half Street SW (Both Half Street and L Street, wrapping the corner)

3) The southwest corner of L Street and S Capitol Street SW (L Street only), which shall be constructed of flexposts and striping.

4. *Fund and construct the missing 90-foot segment of sidewalk along the north side of L Street, subject to DDOT approval;*

Response: Per discussions with DDOT, in lieu of constructing the missing sidewalk along the north side of L Street, the Applicant has agreed to make a contribution of \$90,000 to the DDOT Transportation Mitigation Fund to be used for installation of a 19-dock Capital Bikeshare station or other pedestrian, bicycle, and transit enhancements within ANC 6D. This payment will be made prior to issuance of the Certificate of Occupancy for the project. **DDOT has agreed to this modification.**

5. *Provide an annual Capital Bikeshare membership for free to each residential unit, for the first five (5) years after the building is occupied;*

Response: Per discussions with DDOT, the Applicant agrees to offer and promote an annual Capital Bikeshare membership for free to each resident at initial lease up. **DDOT has agreed to this modification**

6. *Install a transit screen in the office lobby (mixed use scheme only);*

Response: **This condition is no longer relevant as the Mixed-Use scheme has been removed from consideration entirely**

7. *Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and*

Response: Within one year following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.

8. *Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.*

Response: The Applicant agrees to this condition.

9. *All vaults must be accommodated on private space.*

Response: As reviewed with DDOT, utility vaults will be provided in public space with a landscaped buffer on L Street and those on Half Street will have solid tops.

Revised Transportation Demand Management Plan

This section provides a complete TDM plan that has been amended in response to DDOT's conditions. It replaces the TDM plan provided in the CTR, by removing references to the office use as the Mixed-Use scheme has been removed from consideration entirely

Site-Wide TDM Plan

- Unbundle the cost of vehicle parking from the lease or purchase of each residential and retail unit and charge a minimum rate based on the average market rate within a quarter mile of the site. Free parking or discounted rates will not be provided.
- Identify Transportation Coordinators for the planning, construction, and operations phases of the development. There will be a Transportation Coordinator for each retail tenant and the entire residential component/building. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year. All retail employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents and employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.

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- Transportation Coordinator will subscribe to the applicable goDCgo's newsletters.
 - Transportation Coordinator will notify goDCgo each time a new retail tenant moves in and provide TDM information to each tenant as they move in.
 - Transportation Coordinator will provide links to CommuterConnections.com and goDCgo.com on property websites.
 - Transportation Coordinators will implement a carpooling system such that individuals working in the retail component of the building who wish to carpool can easily locate other employees who live nearby.
 - Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
 - Provide residents and retail employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOCG) or other comparable service if MWCOCG does not offer this in the future.
 - Will not lease unused parking spaces to anyone aside from tenants of the building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events).
 - Within one year following the issuance of a certificate of occupancy for the project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order to the Zoning Administrator's office to evidence compliance with the TDM conditions.
 - Following the issuance of a certificate of occupancy for the project, the Transportation Coordinator will coordinate with DDOT and goDCgo every five (5) years (as measured from the final certificate of occupancy for the project) summarizing continued compliance with the transportation and TDM conditions in the Order.
 - Install a Transportation Information Center Display (electronic screen) within the residential lobby (two total), containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
 - Additional short- and long-term bicycle parking spaces above ZR16 requirements. 16 additional long-term spaces above the zoning requirements and will exceed the number of short-term spaces required by the zoning requirements.
 - Provide a bicycle repair station in the bicycle parking storage rooms.
 - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.
 - Fund and install two (2) four-dock Capital Bikeshare expansion plates at the existing station at M Street and 1st Street SW at a total cost not to exceed \$16,000, subject to DDOT approval.
 - Fund and construct curb extensions at the following three corners surrounding the site, subject to DDOT approval during the public space permitting: (1) The northeast corner of M Street and Half Street SW (Half Street only), (2) the southeast corner of L Street and Half Street SW (Both Half Street and L Street, wrapping the corner), and (3) the southwest corner of L Street and S Capitol Street SW (L Street side only, which shall be constructed of flexiposts and striping).
 - The Applicant will make a contribution of \$90,000 to the DDOT Transportation Mitigation Fund to be used for installation of a 19-dock Capital Bikeshare station or other pedestrian, bicycle, and transit enhancements within ANC 6D.

Residential TDM Plan

- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.

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- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents.
 - Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units to encourage residents to walk to the grocery shopping and run errands.
 - The Applicant agrees to offer and promote an annual Capital Bikeshare membership for free to each resident at initial lease up.

Retail TDM Plan

- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees.
- Provide a free parking space for all vehicles that employees use to vanpool to work; not to exceed one (1) space .
- Coordinate with BID, WMATA, and local ANC on a way finding plan along walking routes to the property from the Navy Yard-Ballpark and Waterfront Metrorail stations.